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9 November 1962

MEMORANDUM FOR: AD/OSA

SUBJECT : Civilian Pilots for OXCART Operation

1. Discussion at the recent meeting with OXCART pilots and their general reluctance at having to become civilianized raised the question in both Gen. Carter's and my mind as to the continuing validity of this action in the present situation. While I agree that we had good and very valid reasons for making them civilians, we should be absolutely certain that these reasons still apply at the present or will continue to apply in the indefinite future. The current surfacing of overflights has produced a strong popular support, both in governmental circles and probably even outside the U. S. , for this type of activity. The fact that we have already surfaced AF pilots as being involved in these overflights of Cuba may mean that there should not be strong inhibitions against AF pilots being used in other situations. I don't wish this issue of civilian vs. AF pilots to be confused with the over-all problem of whether the Agency or the AF actually is responsible for, and conducts, the operations. In fact, in the recent case the primary stated reason for the transfer of Agency control to SAC was the desire to use legitimate AF pilots and the impracticality of our reconverting civilianized flyers on a rapid basis.

2. I would appreciate it if you would prepare a study reviewing all the arguments, pro and con, on the use of civilians as OXCART drivers. When we have had a chance to review the study, we can then discuss this with General Carter. There is no great urgency on this study, but let's not let it die dormant too long as the arguments may be useful in some of our forthcoming discussions vis-a-vis NRO, etc.

HERBERT SCOVILLE, JR.
Deputy Director
(Research)

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ODDR:HScoville/jlp (9 November)

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